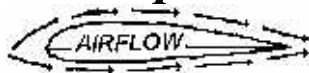


March-April 2003



the official newsletter of the

Radio Control Club of Rochester

AMA charter 465 since 1957



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DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage interest in the design, construction and safe operation of radio-controlled model aircraft, boats, and cars.

All visitors are always welcome at the Northampton Park Model Flying field and at regular meetings.

Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM at the Salem Church, 60 Bittner Street, just east of the Inner Loop exit at St. Paul Street.

FOR THE LATEST INFO:
RCCR HOTLINE: **FIX-RCCR (349-7227)**
RCCR WEB PAGE: <http://fly.to/rccr>
Email: airflow@rochester.rr.com



Hey,

The Vernal Equinox is less than a week away (March 21st) and Day Light Savings Time begins in less than a month (April 6th). It won't be long now before the season begins. Now is a good time to begin to check your equipment; cycle the batteries, replace the old fuel tubing, check the wing bolts and rubber bands, check all the mounting bolts and nuts, and order in your season load of fuel or electrons what ever your preference.

Training will begin the first week of May at Northampton Park depending on the weather. Hopefully we will have a good spring like we have had a good winter and our season will get off to a great start.

The **February Roast** was a success again this year. It was probably a hair long but we are working on that. We had about 60 people attending. Thanks to **Randy Meyers** for being Master of Ceremonies again this year. Great job as always Randy. Thanks to **Carol Steeb** and **Cheryl Kesel** for making the gifts for the wives and spouses. The candy trays on the table were also a nice touch.

Congratulations to **Pete Durante, Man of the Year** for 2002. Pete has been our Treasurer for the past six years and an active member in the club. He recently passed the Contest Directors test and has been a Contest Director for combat meets and has assisted Jerry Joseph with the Electric Fun Fly.

Congratulations also go to **Matt Kirsch**, who received the **Trainer Cord Award** for 2002. Matt is the Vice President of the Club and the Program Director and for the past few years Matt has been helping to train new pilots on Tuesday nights at Northampton.

The Contest Directors are set for the year's upcoming events. **Paul Weigand** will CD the **June Fun Fly** again this year. **Jerry Joseph** and **Pete Durante** will CD the **Electric Fun Fly** in August. And **Pete Durante, Jim Warner, and George Hartman** will CD the multiple **Combat Meets** that we will host this year.

The Mall Show was a no-go this year. We sent a letter to the management at Greece Town Mall but did not receive a response.

Instead of the Mall Show we will participate in the Celebration of Flight event at the Rochester Museum and Science Center. This event is being sponsored by the American Society of Manufacturing Engineers and takes place on April 26th and 27th. **Bob Clements**, President of the Western New York Free Flight Society (WNYFFS), is coordinating the model airplane activity and RCCR has agreed to put on a static display. **Trevor Ewell** (war birds), **Paul Weigand** (Wright Flyer), **Greg Kesel** (large 35+ size model), **Ed Britton** (Spirit of St Louis display model built by **Ed Minardo**) and **Tom Forsyth** (RealFlight simulator).

The **Brighton High School Student Fair** was a success. This year we decided to have the students build and fly the AMA Cub. After much discussion and advice from the more senior members it was decided that instead of having each student build an AMA Cub we would supply some Cubs that were prebuilt and test flown so each student would get a chance to fly. While half of the student flew the supplied Cubs the other half, in-groups of two, would get experience in building a Cub from the professionals on hand. The professionals were **Mike Mance, Mary (the parent helper assigned to us), and me**. The event went off almost without a hitch. We did have one cut finger, a couple of planes in the rafters (one is still there), and a fire alarm (we weren't responsible). We also had a static display of planes including Ken's turbine and Dick's electric. Dick demonstrated taxing the electric around the gym floor. I want to thank **Dave Mathewson**, District II Vice President, for donating the AMA Cubs. And thanks to **Jerry Joseph** for coordinating the event and **Ed Britton, Dick Foster, Mike Mance, Bill Wegman, and Ken Brawn** for helping. And a special thanks to Mary (I never got her last name) for her help. She was great. She just dove right in and helped the students build the planes. She had no prior experience but is an expert now.

The **Bylaws** were approved at the February 12 meeting. The approved bylaws and our 2003 Charter application has been completed and mailed to the AMA.

Bob White, a new member this year, has made frames for the field rules and field photographs. We will post the updated rules and photographs at each powered field. The rules are printed out on our printer and laminated. This method makes it easy to update and post the new rules. The method of painting the rules on the frequency board didn't allow flexibility and is expensive to maintain. The cost of running a new set of rules and laminating them is less than \$2 per field. The photographs will help to identify more clearly the no fly zones and hazards around the fields. Thanks Bob for stepping forward and helping out.

SAFETY FIRST AND FLY QUIETLY ----- JOE



The story of a Marine Aircrew Man in WWII

Edited by Judy Foster

For me World War II is just words in a history book. For my husband, it was an inconvenience, as a small child not having 'real' butter or sugar. For Gerry Merz it was all too real. This is Gerry's story as told by him and edited unfortunately for space by me. It will run as a series in the next few newsletters. I hope you will be as entertained, educated, and astounded as I was learning about World War II through Gerry's eyes.

It was 1943 Gerry graduated a happy 18-year old from Monroe High School here in Rochester. Within 24-hours of that graduation Gerry's life would change forever, Gerry had received his notice to report for induction. Only two days later he was at the Federal Building reporting for duty.

The Navy and the Marine recruiters were there. The Marines wanted two 'good men' Gerry stepped forward. After an interview it was off to Buffalo for more interviews and another physical. He was accepted, sworn in, and had only a week before heading for boot camp. Gerry was leaving behind his parents, his sister, and his sweetheart Joyce (who would eventually become Gerry's wife).

From Rochester to DC Gerry traveled for the first time in a Pullman car, *"it was some trick getting undressed and into bed all cooped up in that upper berth. I tried to fall asleep, but all I could think about was the great adventure that I was embarking on. Finally the clickity clack of the train on the tracks put me to sleep."* When Gerry arrived in DC he had some time to kill so he took in some sights. He was able to see Harry Truman at the Senate before boarding his next train heading south. *"I had to stand in the aisle till we got to Richmond. All night and part of the next day we were on that incredibly hot dirty train."*

Waiting for Gerry at the end of the ride were two Marine DIs. *"My first reaction was one of sheer terror. They screamed and hollered at us and herded us on to another train."* This train looked like something Lincoln might have ridden on. But it got them to their final stop Port Royal, South Carolina. From there it was a barge ride across the bay to hell...well Paris Island.

Boot camp for Gerry was really probably no different than boot camp for everyone. You go in as a civilian, but by the end of your first full day you're a Marine. *"The saddest looking excuse for a Marine you can imagine."* Gerry was probably being a little hard on himself.

Drill Instructors taught him how to march, first aid, map reading, general orders, and military courtesy, *"just to name a few."* Paris Island wasn't the place to be in July and August either. After 5 weeks Gerry was transferred to the rifle range. *"We had to run all the way out to the new camp that was about 3 miles away. We slept in tents and as I recall, the mosquitoes were having a feast on us. Our DI gave us hell for swatting at them. He said, 'you had chow didn't you? Well let the mosquitoes eat to'."* Here Gerry learned about the M1 rifle with its vicious kick.

His last two weeks in boot camp were the worst of his life. KP required him to be on his feet from 4 a.m. to 8 p.m. sitting only to eat. But the day of graduation was something else all together. *"...With the post band playing the Marine Hymn we passed in review. I must admit, it sent goose bumps up my spine."*

A week home, and then on to Cherry Point, North Carolina. Cherry Point was a Marine Air Corps base, and to Gerry it was Heaven compared to Paris Island.

Because Gerry had studied radios in high school he was assigned to aviation radio school at Jacksonville Naval Air Station in Jacksonville, Florida. This would be home for the next 8 weeks. Gerry learned Morse Code, becoming proficient at 18 words a minute. He also learned to send Morse Code out on the blinker lights. He enjoyed his leaves in Jacksonville, and saw Bob Hope and Joe Louis while stationed there. One Saturday he talked his way into a ride on a SBD dive-bomber, a ride that he remembers fondly today. The last two weeks of radio school were devoted to learning a new hush hush product, radar.

From Jacksonville it was on to Yellow Water Gunnery School. *"Gunnery training was a blast (to make a pun.)"* Here Gerry started with a 12 gauge shot gun, killing clay pigeons. Then it was on to the Browning machine gun. Honing his ability to fire several types of weapons was the task at Yellow Water, and Gerry enjoyed it.

From Yellow Water Gerry went to Cecil Field back in Jacksonville. This is where he would put all that he had learned in the air. *"When I reported to the operations building on my first day, I noticed something very disturbing. Directly across the street was a lot where they had stored all of the crashed planes. It sure gave you an uneasy feeling."* This is where Gerry met Don Simmons, his regular pilot at that time. And where he got comfortable with his aircraft, the SBD. *"They were considered obsolete even at that time, but were very sturdy and reliable. The nick name given them was Slow but Deadly."*

Gerry's first flight was something worth remembering... *"We climbed steadily for twenty minutes till the plane got up to 12,000 feet. It was pretty cold up there and I started to shiver, because I knew we were about to take our first dive. The dive flaps opened and the plane started to point its nose toward the ground. We started down and the ground was rushing up at us. The wind was howling and I was watching the altimeter at my left side. When we got down to 2,000 feet I called in the mike 'it's time to pull this thing out!' It felt like a huge weight was put on me as the G forces took over. I could hardly move."* That first day there were five practice dives. Each one attempting to hit a huge target painted on the ground. This was also the first of many days of practice.

Gerry learned more as the time passed, and was tested many times in many ways... *"we flew at high altitude to learn how to cope with oxygen gear. It took us forever to climb up to 23,000 feet I thought I would freeze. In an open plane like ours (with no heat) it was almost unbearable."*

As training ended in Jacksonville Gerry was able to come home for two weeks before heading to California and points west. He remembers spending every night out with Joyce, and a short but wonderful trip to the 1,000 Islands. But the War was raging and Gerry needed to be a Marine, so that said he boarded a train for Miramar. Chicago to Los Angeles, where he and a few buddies partied their way up and down the town, then pouring himself on the train for San Diego.

Miramar Naval Air Station was in the desert it had few trees but plenty of sand and rocks. It was here that Gerry would prepare for his actual trip into war. He learned to abandon ship by jumping from a 30' platform into a pool fully clothed. *"Some guys wouldn't jump so he just gave them a gentle push off the end."*

The day that Gerry left America was cool and bright. The post band played "Over There". *"As we rounded the corner onto the dock, there she was the USS Cape Bon."*

Now the real adventure began. Join me next time for more of Gerry's amazing story.

For Sale

Tower Hobbies Apprentice NIB kit 54 in wing span low wing for 25-40 engine. low wing style 3-4 channel. \$35.00
Hobby Lobby Skimmer NIB kit 60 in wing span Speed 400 size Electric glider. Nice flying plane on 7 cells (500ma)
\$25.00 ---- Ed Ortman

Upcoming Events

March 15 C.H.I.E.F.S. Annual RC Auction and Swap Meet at the Canandaigua Middle School Cafeteria, 215 Granger Street. Doors open at 10:00am and the Auction begins at Noon. \$2.00 Admission, under 12 free Refreshments for sale: see more details at this website: <http://home.rochester.rr.com/jimsrc/>

April 4-5-6 Weak Signals Expo - Toledo, Ohio <http://www.toledoshow.com/>

April 26-27 Saturday, April 26: 11am-4pm & Sunday, April 27: 12pm-4pm
100 Years of Flight: Celebrating Western New York Contributions to Aviation - The American Society of Mechanical Engineers. Celebrate the 100th anniversary of Orville and Wilbur Wright's first flight at Kittyhawk!
Presented by Rochester Museum & Science Center and the Rochester Section of the American Chemical Society
Science Saturdays programming is specially designed for middle, junior and senior high school students to experience science in a fun and informal setting. Programs are free with regular Museum Admission; group rates are available. For group reservations and rates, call (585)271-4552, x342. Individual's welcome; no reservations required. 657 East Ave, Rochester NY 14607

May 17-18 Honeoye Float Fly Honeoye, NY (C) Honeoye Float Fly. Site: Sandy Bottom Park. Dick Parshall CD, 3131 Oakmount Rd Bloomfield NY 14469 PH:585-657-6433. Best float fly in western NY, 70 mi E of Buffalo on US Rt 20A in village of Honeoye, follow signs ½ mile. 9AM to 5PM both days. Food, refreshments on site, four flight lines, rescue boat. Enjoy good relaxed fun. Sponsor: CANANDAIGUA SKY CHIEFS

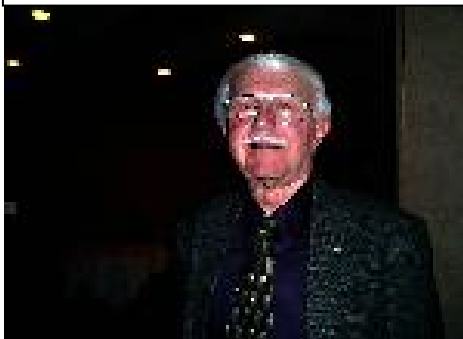
June 7-8 RCCR Ray Edmunds Memorial Air Show & Fun Fly. Site: Northampton Park Model Flying Field, Brockport NY. Paul Weigand CD, 283 Strathmore Rd Rochester NY 14612 PH:585-621-8524. For any RC model aircraft, open flying from 10AM to 5PM. Campers welcome, no hook ups, free Saturday night picnic at Northampton Ski Lodge for all pilots. A great weekend get together. Sponsor: RCCR



Winter Flying for all Size Airplanes



2003 Roast Pictures – Guest Celebrities



Paul's - Wright Flyer



Brighton H.S. – Building & Flying AMA Cubs with students



Fire Drill at Brighton

